

NOTICES TO CONSIGNEES.

FROM LONDON, PENANG AND SINGAPORE.

THE S. S. *Elgin*, having arrived from the above Ports, Consignees of Goods by her are hereby informed that their Cargo is being landed at their risk by the Under-signed and stored in their Godowns, whence and/or from the Wharf or Boats delivery may be obtained.

Optional Cargo will be sent on to Japan unless notice to the contrary is given before 2 p.m. To-day.

Goods remaining undelivered after the 2nd Proximo will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Agents.

Hongkong, May 26, 1877. je2

NOTICE TO CONSIGNEES.

THE BRITISH SHIP WESTERN CHIEF, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Under-signed for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co., Agents.

Hongkong, May 26, 1877. je2

BARQUE HOPE, FROM LONDON.

THIS Vessel having arrived, Consignees of Cargo are requested to send in their Bills of Lading to the Under-signed for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co., Agents.

Hongkong, May 26, 1877.

BARQUE OHINAMAN, FROM LONDON.

THIS Vessel having arrived, Consignees of Cargo are requested to send in their Bills of Lading to the Under-signed for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co., Agents.

Hongkong, May 21, 1877.

NOTICE TO CONSIGNEES.

THE BRITISH SHIP CARRICKS, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Under-signed for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co., Agents.

Hongkong, May 10, 1877.

NOTICE TO CONSIGNEES.

GERMAN BARQUE IRIS, FROM HAMBURG.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Under-signed for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, May 19, 1877.

NOTICES TO CONSIGNEES.

FROM HAMBURG, CAURA, THIEREN, Master.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Under-signed for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Wm. PUSTAU & Co., Agents.

Hongkong, May 22, 1877.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo, pp. 202.—By ERNEST JOHN EITEL, Ph.D. Tubingen.

Price Two Dollars and a Half.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

To-day's Advertisements.

FOR SWATOW, AMOY & FOOCHEW.

The Steamship "YESSO," Capt. S. Ashford, will be dispatched for the above Ports on THURSDAY, the 31st Instant, at Noon, instead of the time previously notified.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., Agents.

Hongkong, May 28, 1877. my8

FOR FOOCHEW (DIRECT).

The British Steamer "BOWEN" will be dispatched as above on SATURDAY Next, the 2nd June, at Noon.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, May 28, 1877. je8

To-day's Advertisements.

CASTLE LINE OF STEAMERS.

FOR SHANGHAI.

The Steamer "GORDON CASTLE," expected here on or about the 1st Proximo, will have immediate despatch for the above Port.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, May 28, 1877.

SHIPPING.

ARRIVALS.

May 29, *Galley of Lorne*, British steamer, 1389, J. MacDonald, Cooktown May 3, and Saigon 25, Rice and Cotton.—JARDINE, MATHESON & Co.

May 29, *Bowen*, British steamer, 844, J. Miller, Sydney May 7, Cooktown 15, and Somerset 17, General.—GIBB, LIVINGSTON & Co.

May 29, *Sunda*, British steamer, 1019, J. Reeves, Yokohama May 23, Mails and General.—P. & O. S. N. Co.

May 29, *H. N. Carleton*, American barque, 873, George T. Harkness, San Francisco April 9, Ballast.—CAPTAIN.

May 29, *A. E. Vidal*, German barque, 420, L. Schrecker, Hamburg Dec. 16, General.—ONDER.

May 29, *Thales*, British steamer, 820, C. Oles, Cooktown May 10, Ballast.—DOUGLAS LAPRAIK & Co.

DEPARTURES.

May 28, *Benarty*, for Foochow.

29, *Deucalion*, for London, &c.

29, *Flintshire*, for Saigon.

29, *Ceres*, for Quinhon.

29, *Taiwan*, for Swatow, &c.

29, *Elgin*, for Yokohama.

CLEARED.

T. L. Sweet, for Hilo.

PASSENGERS.

Per *Bowen*, from Sydney, &c., Mrs. McLennan and 2 children, Miss Chapman, and 288 Chinese.

Per *Sunda*, from Yokohama, Messrs. Webber, Scott, Howie, and Mansfield, 3 European deck, and 7 Chinese.

Per *H. N. Carleton*, from San Francisco, Miss L. E. Curtis.

Per *Galley of Lorne*, from Cooktown and Saigon, 140 Chinese.

Per *Thales*, from Cooktown, 12 Chinese.

DEPARTED.

Per *Emeralda*, for Manila, Messrs. Salaz Honey, and Gill.

Per *Benarty*, for Foochow, 3 Chinese.

Per *Deucalion*, for Straits, 1 Cabin, 88 Military Invalids, and 154 Chinese.

Per *Flintshire*, for Saigon, 100 Chinese.

Per *Ceres*, for Quinhon, 6 Chinese.

Per *Taiwan*, for Swatow, &c., 2 Europeans, and 10 Chinese.

Per *Elgin*, for Yokohama, 6 Chinese.

SHIPPING REPORTS.

The British steamer *Galley of Lorne* reports: Strong head winds and high sea with much rain.

The American barque *H. N. Carleton* reports: Fine weather up to 24th May, since then N.E. winds.

The British steamer *Bowen* reports: May 7th at 8.10 p.m. left Cooktown for Sydney, and on the 13th at 5 p.m. arrived at Cooktown. On 15th at 7 p.m. proceeded. On 17th at 11 a.m. arrived off Somerset, at 1.25 p.m. up anchor and proceeded; at 5 p.m. same day stopped off the New Settlement at Thursday Island, sent boat with passengers ashore, and at 8.55 p.m. boat having returned, proceeded towards Hongkong. May 26th at 5.30 a.m., spoke steamer *Thales* off Mindoro Island, all well. The *Bowen* experienced from Sydney to Somerset, light variable winds and fine weather, and from thence N.E. winds and occasional squalls.

The British steamer *Thales* reports: Moderate weather and Southerly winds to Booby Island which was reached on the 15th, from thence to Mindoro Island light southerly winds and fine weather, thence to Labuan variable winds with thunder, squalls and much rain and thence to arrival strong N.E. winds and cloudy. On the 20th, signalled S. S. *Gunga* bound south, wished to be reported all well. On 21st, passed a Spanish steamer supposed to be the *Zambongo* to the southward of Banks Straits.

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POST OFFICE NOTIFICATIONS.

MAILS will close:—

MAILS BY THE ENGLISH PACKET.—The English Contract Packet, *GWALTOR* will be despatched with the Mails for Europe, &c., on SATURDAY, the 2nd June, at 11 a.m.

The following will be the hours of closing the Mails, &c.:—

Friday, 1st June.—5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Nizam Box, which remains open all night.

Saturday, 2nd June.—7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with Late Fee of 18 cents extra to Postage till

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only) addressed to the United Kingdom, may be posted on board the Packet with Late Fee of 48 cents extra postage, till

11.50 a.m., when the Mail is finally closed.

Hongkong, May 28, 1877. je2

Shipping Intelligence.

The following is corrected from the latest London Papers:—

VESSELS TO ARRIVE.

AT HONGKONG.

When left.	Name.	From.	Remarks.
Dec.	4, Bendultha,	Cardiff	
23, Sophie,	New York		
Jan.	4, O. R. Bishop,	London	
12, Woodhall,	Hamburg		
18, Batavia,	Hamburg		
Feb.	1, Robert Henderson,	Burypport	
2, Polyneia,	Cardiff		
3, Carrisal,	Cardiff		
8, Daphne,	London		
12, Leading Wind,	Antwerp		
17, Therese Behn,	Cardiff		
18, Matshless,	Cardiff		
20,			

No. 4389.—May 29, 1877.]

field hospital, and informed himself of the predominant diseases which prevail there, their symptoms and progress, the means taken for their cure, the usual number of sick and other important information. The frigate left on the 9th for Manila.

During the last three days, a few small expeditions have been undertaken by detachments of the Regiment Nos. 5 and 7, and at the same time the gunboats *Samar* and *Mantillo* were detached to Patulo and Parang. The detachments proceeded to Tandu, where, it is reported, that some Moros are preventing those friendly disposed from coming to this market, which has been deserted for some days. In these expeditions something has been effected. On the afternoon of the 25th, some 200 Moros, headed by their chiefs, reached here from Tandu, imploring our protection against the Sultan, signifying their intention at the same time of coming to the market, where they can reap good profits. Before they reached the place, they laid down their arms to show their friendly attitude, and as they approached, they displayed a Spanish flag as a proof of their submission.—Abridged from the *Diario de Manila*.

Police Intelligence.

(Before James Russell, Esq.) May 29, 1877.

CHILD STEALING.

The case of Tang Yuet, a married woman, and three others, was again brought up before Mr. May. This case first came before the Magistrate on the 9th April, but had been remanded from time to time for reference to the Canton authorities. It appeared that the 1st prisoner stole a female child aged 8 years, named Leung Aynat, from her father, a chair-coolie at Canton. The 1st prisoner was suspected of the crime and was taken before the Magistrate. After much pressure she admitted that she had stolen the child and sold her in Hongkong. She was asked to come down here to get back the child. She did so, but the being a stranger here, could not point out the house wherein she had sold the child. She could recognize, however, the house where she had been staying. The matter, meantime, was placed in the hands of Lai Shek Kai, a kidnapping detective, who was charged by the 1st being the go-between. This woman then directed the detective to the 2nd prisoner's shop. He was a shopkeeper in Jersey Street. He said he bought the child from the 1st prisoner through the 2nd, which, however, produced a bill of \$150. The 1st prisoner represented herself as the mother of the child. The 2nd prisoner was therefore taken into custody as well. Heated that the child had been sent to his country at Sunning and that he would get her back here. The case was accordingly remanded to enable him to do so, and on the 23rd April the child was produced in Court. The 4th prisoner was the woman who took the child for the 2nd prisoner to his home at Sunning, receiving \$2 for her trouble. The Magistrate discharged the 2nd prisoner and made him a witness in the case. The 1st prisoner had no defence to make, only expressing her sorrow for what she had done. The 3rd prisoner denied that she was the go-between. She only aided the 2nd prisoner in finding the 1st prisoner's house. The 4th also denied that she had anything to do with the affair. The case was then further remanded for reference to the Government, and resulted in the 1st prisoner being handed over to the Chinese authorities, the offence having been committed in Canton. The 3rd and 4th were sent to three months' hard labour each.

A NUISANCE.

Tsang Akow, a contractor, was summoned for committing a public nuisance in that he dressed granite stones in D'Aguilar Street and Wellington Street. The stones the defendant was cutting were proved to have been capable of being dressed in the quarry or elsewhere. The defendant was summoned in consequence of complaints made by the inhabitants. He was the contractor for repairing the streets. Fined \$10.

PETTY THEFT.

Tsang Akow, a caulker, was charged with stealing a hat from one Wm. Braylin, a boy in H. M. S. *Juno*, while the vessel was being caulked. The defendant was one of the caulkers employed. One month's hard labour.

CHAIR HIRE.

John Smith, seaman British ship *Western Chief*, was fined 25 cents and ordered to pay 40 cents chair-hire, for being drunk and refusing to pay the fare for the chair.

SHOP-LIFTING.

U Ahok, a farmer, was charged with having gone into a shop to bargain for the purchase of some pairs of trousers, and stolen one pair. Several were shown him, and the defendant took the opportunity to conceal one pair in his bag. One month's hard labour.

LARCENY.

Sin Afting, unemployed, was charged with having broken a padlock which was fastened to a house, with intent to steal therein. The defendant was sent to six months' hard labour.

BLASTING ROCKS.

A fat, a contractor, was summoned by Inspector Rivers, with blasting rocks at Queen's Road East, to the danger of passengers. He had permission to blast rocks, but he should have taken the precaution to erect a shed over the blast. He had not done so, and a stone fell on to the roof of a house close by, making a hole two feet square. Other damage had been done to neighbouring houses. The Magistrate ordered defendant to repair the damages and to discontinue the blasting until he should produce the Surveyor General's permit and until he should comply with the conditions. Adjudged till the 31st.

CORRESPONDENCE.

THE CURRENCY QUESTION.
To the Editor of the "CHINA MAIL."
Hongkong, 29th May 1877.

Sir,—Your correspondent "A Chinaman" comes up to the scratch as "cockily" as before, although previously hurt by my haughty and scornful spirit for "pooh-poohing" him because he is a Chinaman. Such ideas never entered my mind. I commenced my letter by saying that the rubbish written

by non-business men when treating of commercial subjects was trifling and that "A Chinaman" was no exception. By no amount of nervousness can this be twisted into a desire on my part to "pooh-pooh" the writer because he was a Chinaman; and from the signature "Anti-Bumptious" it might easily be seen I wished to "chaff" him simply for his "cheekiness" as a writer in trying to enlighten your readers upon a subject with which he had no practical acquaintance. This is a fair subject for criticism, and he has no reason to complain if the operation was performed, it may be, rather roughly.

Many able writers lay the views of classes before the public without identifying themselves with these views. Had "A Chinaman" so identified himself with doing this, he has shown he could have done it with great ability, but he identified himself with the opinions although practically he knows little about them, and hence the criticism.

It is extremely difficult for a man, practically acquainted with a subject, to argue with an opponent who only knows it theoretically, because the theoretical arguments may be perfectly correct, and yet the result may be practically false. If business were as rigid as a mathematical problem "A Chinaman's" arguments might probably be correct but it is not so, and it does appear to me to be absurd to have to give the explanations necessary to show where he is wrong. Take the example of the French trader whose case of a decided loss appears to "A Chinaman" to be so palpably apparent. It is not palpably apparent to me at all, because the Frenchman buys the goods he adds the premium to the cost of the goods just as he adds freight. His having to pay freight is just as "decided a loss" as having to pay premium on money. He cannot get the goods at all unless he pays these charges. To reduce the thing to absurdity the honest trader who pays for the goods he buys suffers a "decided loss" by doing so, whilst the swindler who pays nothing most assuredly does not suffer a decided loss.

This question of a "decided loss," as far as Hongkong is concerned, can be narrowed to a very small point. Do the Chinese Traders when buying goods make allowance for the premium on chopped dollars, in the same way as other traders all over the world make allowances, or do they not make such allowance? If they do, they have no case, and there is no grievance. If they don't, it is, so far as I know, the only instance in which Chinese Traders show themselves wanting in astuteness.

I asked "A Chinaman" if he believed that "traders make their calculations of profit on such a fine basis as the fluctuations in premium on chopped dollars." He carefully avoids answering, but goes into a rambling about the difference in living between Foreigners and Chinese, which has nothing whatever to do with the question. "A Chinaman's" want of practical knowledge is also lamentably shown when he asks, after commenting upon my remarks, how can a trader include the charges in the cost of goods if he does not know the amount of them. The reference is still primarily to the premium on chopped dollars, otherwise the paragraph has no meaning as a reply to me. Now, as I pointed out, this premium is a bagatelle compared to the fluctuations on the goods themselves, and no trader expects that his calculation of cost will come out exactly correct. Supposing he knows that the charges ought to amount to a certain per centage there are always unforeseen contingencies in addition, and for these he allows a margin. Perhaps "A Chinaman's" theoretical knowledge of this subject will prompt him to deny that such a margin is allowed practically.

"A Chinaman" thinks he has made a hit when he says I have advanced no new argument. I never intended to do so. He also tries to explain what he calls an apparent inconsistency, when he wrote that "the currency of a place is a thing which can be no more legislated for than the price of a given article of merchandise can be fixed by law." I have only to refer to the British statement to show the error of the original statement. The explanation states that by currency was not meant the typical form of it, but the intrinsic value of it. "A Chinaman" avers that any sensible man can see that that was his original meaning. Be it so—perhaps any sensible man can now tell the meaning of the explanation. Can "A Chinaman" do so himself? I think it very doubtful.

Yours faithfully,

ANTI-BUMPTIOUS.

TEMPERANCE UNDER DIFFICULTIES.

To the Editor of the "CHINA MAIL."

Hongkong, May 29, 1877.

Sir,—Having taken the opportunity of visiting the entertainment at the Temperance Hall, Stanley Street yesterday evening, I could not but appreciate the cheerful and efficient manner in which the programme was carried through by the performers. Allow me, however, to remark that there appeared to be a great want of space and accommodation combined. A young and gallant man-of-war's man had gone on the stage to favour the audience with a song, but he had scarcely uttered the first two lines, when he was suddenly taken aback by the downfall of one of the tickety bamboo settees, which came to grief with a noise very much resembling a volley of Chinese fire crackers, causing a general titter—the gallant sailor meanwhile finishing his song well, and obtaining a hearty encore. Now, I cannot refrain from noting the vast difference between the accommodation in this enjoyable resort and that of its neighbours in Yokohama and Shanghai, where the Temperance Halls are spacious and sufficient to accommodate all comers. Why don't the "well-to-do" residents of Hongkong give the helping hand a little more liberally to the Institution? Could there not also be a public performance given in its behalf? According to its report in last night's *Mail* its finances are not in a very flourishing condition, and the real good that Temperance Halls are doing as a whole ought to be borne in mind.

Yours truly,

AN OCCASIONAL VISITOR TO THE HALL.

Australian Items.

The Education Act at Melbourne is to be maintained in its integrity. In the Civil service there is to be retrenchment where possible, and all new appointments are to be made without any right to retiring pensions. Competitive examinations are to take the place of Ministerial appointments in the public service, after the example set in the home country.

With regard to the rowing championship of the world M. Bask arrived from the *Clarence* on Monday night, to follow up

his challenge to row Triplet. Preliminary races have been entered upon, and the contest will be decided on the Parramatta River course on the 30th August.

The first excitement occasioned in Melbourne by the war news is subsiding, and the probabilities of England being drawn into the contest are regarded as too remote to leave much ground for alarm. Nevertheless, the possibility of our being menaced by a Russian naval force in the event of an unexpected turn in European affairs furnishes ample ground for our being in a state of preparedness, and the reasons given for concentrating the English naval force now scattered about the South Seas is quite concurred in by the people and Press of this colony.

The Government (says the *Argus*) have received a despatch from the Secretary of State for the Colonies, referring to the admission of Victorian barristers to the English Bar. With the communication a letter is enclosed dated from the Four Courts, containing the following resolutions:—"Resolved, to recommend that the regulations affecting the call to the Victorian Bar remain as they are, the Bench of any dispensing with any terms not exceeding six in favour of any person who was admitted at such Inn, and who shall bring a certificate duly authenticated of his call to the Victorian Bar before the Attorney-General or senior Crown Law Officer of Victoria at the time when he left the colony, of his being a fit and proper person to be admitted to the English Bar, and that the preliminary examination be dispensed with, that the Secretary of State be informed that it is contrary to the invariable usage of the Inns of Court to call any students to the Bar in their absence."

The *Perth Inquirer* of a late date says:—"With reference to the Laopade Islands the public continue to express surprise that nothing has yet been heard of the result of the correspondence which took place between His Excellency and the Home Government relative to the assumption by Mr. S. P. Lord to the right of the United States Government to these islands. Ample time has elapsed to permit of a reply, but whether the Government have or have not received any despatches on the subject, they maintain a stolid reticence, which serves to increase the anxiety of the colonists."

PERILOUS VOYAGE IN AN OPEN BOAT.

It is very rarely that we have to chronicle an instance of so plucky a sea voyage as that which terminated on the 10th ultimo by the arrival of a small ship's open boat from Howe's Island, from which place to this port she has safely carried three able-bodied seamen, named respectively Alfred Brown, Charles Smith, and Michael Fitzpatrick. For seven days these men have been cooped up in this little craft, which seems to have suffered little if anything from its rough usage. These men belong to the crew of the American barque *S. M. Staton*, Captain Curtis, which left Newcastle on the 10th March last, with a cargo of 1150 tons of coal for San Francisco. When about 700 or 800 miles to the north-east of Newcastle the vessel sprang a leak, and notwithstanding that every endeavour was made to keep the water down by means of the pumps, the water was found upon sounding the well, to be fast gaining upon them, and the captain after a time decided to bear up for Howe's Island, where he beached his vessel, as he found it impossible to keep her afloat. The captain, his wife, children, and crew were safely landed, and at once set to work as soon as they arrived on shore to make comfortable quarters for themselves, but the three men mentioned as having arrived determined upon leaving their comrades upon the island and making tracks for the mainland. Having procured one of the ship's boats, they raised her gunwale as a greater protection against the sea, and having taken a stock of such provisions as they deemed necessary, they set sail in a yawgry for so small a craft arrived in Sydney. They applied for lodgings at the Sailors' Home, where, however, the superintendant was unable to accommodate them, on account of the institution being full, but he was successful in obtaining for them accommodation elsewhere. So far as we can learn, there were altogether about twenty persons on board the barque, all of whom were safely landed on the island. On leaving Howe's Island they had a strong gale from the eastward, and, having left the island with the course given them by Captain Curtis, ran on a reef before the breeze lasted fourteen hours, after which a calm for eight hours followed. Right earnestly wind for twenty-four hours. On the 6th April they had smart easterly gales, on which date at midnight the wind shifted to a heavy squall to south, bringing up a very heavy sea, and they were compelled to drogue the boat, and keep her head on to the sea. The gale lasted to the 7th April, when they were enabled to again attempt to make for the land, and at 8 p.m. on the 8th they reached Broken Bay; here they anchored, and at 3 a.m. on the 9th got underway again and entered in safety Sydney Heads. On landing at the Circular Wharf their weather-beaten appearance attracted the attention of a gentleman, who on hearing their story, kindly gave them \$1 to provide themselves with some refreshments. It may be mentioned that Captain Curtis was in charge of the boat, but on account of his illness, Mr. Williams, the American Consul (the vessel being under the United States flag), has taken steps to bring the remainder of the crew from the island, and a small schooner has sailed for that purpose.—*Sydney paper*.

A VISIT TO JAPAN, CHINA, AND INDIA.

(Friend of China.)

Thirty-four thousand miles in six months and eighteen days, around the world from east to west—New York, Niagara, Utah, the Yosemite Valley, San Francisco, Yokohama, Yeddo, Kyoto, Osaka—Shanghai, Foochow, Hongkong, Canton—then Singapore, Ceylon, and the vast plains of India, with more famous cities and magnificent scenes than we can attempt to catalogue;—thence from Bombay to Brindisi, and so home again,—such was the journey which our Treasurer accomplished during last winter. It almost takes one's breath away to think of it. The wonders of nature, the vastness of the

"A Visit to Japan, China, and India," by Robert Nicholas Foster, M.A., F.R.G.S., F.R.A., Sampson Low and Co., 1877.

world; the glorious scenery, the endless multitudes of the diverse, and too often jealous, mutually ignorant, and hostile nations; the long and in great part sad histories of their past, and the seeming possibilities of the unknown future, all crowd upon the mind, and leave its utmost powers of imagination baffled. One thought we can take refuge in, a thought, which brightens the darker tints of the picture, and sheds a gleam of hope over the future: "The earth is the Lord's, and the fulness thereof; the world, and they that dwell therein."

It is not the least remarkable thing in Mr Fowler's interesting book that his wonderful journey seemed to himself so simple and unromantic. Now-a-days to have gone round the world is a commonplace achievement. In the China newspapers, as Mr Fowler tells us, they have invented a semi-derivative epithet for it, and call these travellers "globe-trotters." To us this easy circumnavigation of the earth is a most encouraging sign of the times. The wars, oppressions, and injustice, with which the nations have tormented each other; have been largely due to mutual ignorance. Japan, China, India, as we know them better, we take a more hearty interest in their welfare, and more earnestly desire to treat them fairly and kindly. Especially have we reason to rejoice when members of parliament, and those who influence members of parliament, do not grudge the toil and expense of immense journeys to make themselves personally acquainted with the state of our great dependencies, and other great nations upon whom our national policy is so powerful for good or evil. The treatment of Indians and Chinese in America, the opium traffic, the opium trade, the welfare of the masses in India—these were the subjects Mr Fowler had at heart, and the reader of his unpretending journal will find his notes on these themes full of instruction.

An earlier number of this magazine contains (vol. ii. p. 17) a letter written by Mr Fowler after his return, in which he treats especially of his observations of the effects of opium. We must content ourselves now by extracting the following calm, fair, and, we believe, unassailable summing up of the case as regards the character of the traffic, and our national responsibility for it; reserving for a future issue some notice of Mr Fowler's view of the question on its Indian side:—

"There are three questions connected with China, in which, when I was in Parliament, I took some interest—the opium trade, Hongkong gambling, and the coolie trade. We often hear it said that it is hypocrisy to object to opium when we ourselves derive so large a revenue from alcohol. Every one must deplore the fearful evils produced by drunkenness in our own country, but it may be pointed out that the two questions are not similar. The use of wine dates from the earliest periods which history records, and in many nations it has been used with little or no abuse. Moreover, alcohol, in one form or other, is constantly prescribed by physicians to their patients, and most of us consider its use important to our health. So far as the action of the English Government is concerned, it has simply been by heavy taxation and by restrictions in the sale to discourage consumption. Opium, on the other hand, is only used medicinally in cases of severe illness; smoking it is not prescribed by physicians; and without asserting that it is never used in moderation, it has a fearful tendency to enslave its victims. Moreover, the action of the Indian Government has not been to discourage production, but to regulate it with a view to the largest possible revenue. It is an Indian rather than a Chinese question, and for the present I must merely allude to the results in regard to China. A great authority, with whom I conversed on the subject, pleaded that its introduction by the East India Company, but must have existed in China long before we traded there, as we then knew nothing, and now know little of the interior provinces. For the honour of England I hope this view may be true, as it would be a comfort to think that, though we have undoubtedly encouraged, we did not introduce this vice; but I can but fear there is no evidence in support of the theory. Opium is now so general that people cannot conceive that a century since it was unknown. My friend believed that the growth in China is large and increasing, and has existed for a long course of years. This seems the general view, and I can but fear that the evil has grown to such an extent that it is no longer in our power to put a stop to it. In former days the Chinese Government was sincere and desirous to suppress the consumption, and proved their earnestness by their refusal to legalize the trade by a customs duty, and by the sacrifices they made at the time of the opium war of 1839, of which Mr Gladstone said, 'A war more unjust in its origin, a war more calculated to cover this country with permanent disgrace, I do not know and I have not read of.' Though beaten in this war, the Emperor of China refused to derive a revenue from the demoralization of his people by legalizing the trade. Now, defeated in subsequent wars, and weakened by internal dissensions, the Imperial Government may not have the power, if it has the will, to forbid the importation and the cultivation of opium. It is a sad chapter in our national history. The very nation which has been foremost in suppressing the slave-trade, and has paid 20,000,000,000 to abolish slavery, has for the sake of illicit gain, demoralized an unoffending people. I could fill a volume with quotations from eminent men, denouncing the trade. I shall content myself with one testimony, the greatest I have seen, that of Baron von Hubner, the greatest European statesman who has travelled in the East, who, after bearing witness to the upright and honourable conduct of the merchants on all occasions, adds, 'There is, of course, one dark side—the opium trade—now perfectly legal, but immoral in my eyes, from the fact that it furnishes a poison to the people, the deleterious effects of which, as far as I myself have seen, cannot possibly be exaggerated. Those who are most interested in this trade do not attempt to deny it.' Similar evidence might be quoted to any extent. I give full credit to Indian statesmen (to whose difficulties in connexion with this subject I shall hereafter have to allude) and to Chinese merchants, for believing that the evils of opium have been greatly exaggerated; but, after making every allowance, I cannot but think that the British people have been culpable in regard to this question."

He was Austrian Ambassador at Paris in 1859, and it was to him that Napoleon addressed the celebrated declaration which preceded the war.

THE NEW FRENCH ARMY.

(Spectator.)

The valuable paper in *Blackwood* on the French Army of 1877, which is evidently written by a very competent and careful military critic, and probably by one of the ablest military critics amongst us, is certainly timely, in coming out as it does at a moment when it is, at least, not improbable that Germany may miss the curb which Prince Bismarck, with all his faults, has always made the military chiefs in Germany conscious that he held over them. The critic in *Blackwood* believes, and as far as we can judge proves, that since the last military panic two years ago, when Germany was believed to be so near attempting what Prince Bismarck ridiculed as a precautionary assassination of a suspected assassin, France has made so much progress, though very slow and painful progress, that it would be a matter of the utmost peril for Germany to attempt a new invasion. If this really be so,—and if the critic in *Blackwood* is as careful as he seems to be, it unquestionably is so,—we might dismiss the chief anxiety of the French people, which is, of course, that if Prince Bismarck's long fulcrum, which he really goes for a year or more,—would be calculated to excite. German militarism is a permanent danger in its own way; but German militarism has now been so long accustomed to direct its thoughts France, that it will take some little time to divert them into a new channel; and if France be substantially safe against attack,—that is, so far safe that it may be as wild a risk, from a military point of view, to attack her, as in any case it must have been from any larger and more political point of view,—we may reasonably hope that the military restlessness of Germany has found a sedative for the present. Now this is just what the writer in *Blackwood* believes to have happened. He thinks, indeed, that France is not only not strong enough for any attack on Germany, but that there is no prospect within any limited time of her becoming so. He holds that France could within three weeks mobilise and concentrate an army of 600,000 men, with 310,000 more remaining disposable at the disposal of all up gaps as they arose, and this without calling up the "territorial army and its reserves." Of these 1,300,000 troops, 750,000 would, according to the writer, be really disciplined soldiers; 300,000 more would have had six months' drilling, and 250,000 more would be quite undisciplined. The writer holds that these armies would be ample, and could be mobilised in ample time, for the purpose of defending France against invasion, though they would not be adequate, and could not be mobilised in time for an attack on Germany, who mobilises quicker than France. What further renders any invasion of Germany by France quite impossible is, according to this writer, the fact that the German strongholds between France and the Rhine, heavily garrisoned as of course they would be, could not be invested without, at least, an army of 400,000 men for that service alone, while an attempt to penetrate into Germany would require a more highly-disciplined army of 800,000 men more. Add to this, that the new fortresses command all the railways available for moving troops across the German frontier, and that the supplies for these 800,000 men would have to be carried daily to increasing distances in carts, and the writer thinks, not apparently without justice, that he has completely shown how desperate a task it would be, in the present state of the German Army and fortresses, to use the new French Army for an attack on Germany. All the frightful odds, however, against which the French would have to fight in case of an invasion of Germany, the Germans would have to face in case of an invasion of France with such an army and such fortresses as the French now have for their own defence. Hence the critic in *Blackwood* says in Germany have lost any opportunity such as they had two years ago for breaking up France before France could oppose anything like equal resistance. The work of military reorganization, though it has been clumsily and slowly done, and though many grave mistakes have been made, which it has been necessary to repair at the cost of great trouble and expense, has so far been achieved, that any attempt to invade France, even by such a Power as Germany, would now be one of the most serious and conspicuous perils. Though France is helpless for a spring on Germany, Germany is now almost as unprepared for a successful spring upon France.

ROCKET-FLOATS.

The Admiralty has now for the second time undertaken to consider the Rev. Mr Ramus's invention of rocket-floats, which is thus described:—"A rocket-float is simply a float (carrying a charge of explosives large enough to destroy a ship) with a rocket attached to it. When the rocket is fired, its combustion supplies the propelling force that drives the float over the water in the direction required. The chief peculiarity of the invention lies in the construction of the float, the bottom of which is formed of three or more consecutive inclined planes, which enable the float to pass evenly over the surface of the sea at a rate of speed hitherto considered impossible. The Admiralty engineer has shown that the utmost resistance which the water can offer to vessels of this construction can never, at any assignable rate of speed, exceed one-eighth of the entire weight of the vessel. And it has been further ascertained, by numerous experiments made with rocket-floats as well as by calculations derived from experiments made with rockets on board H. M. S. *Excellent* some years ago that the combustion of a rocket will supply a propulsive force prodigiously greater than is necessary for overcoming the resistance of the water to a rocket-float, so that there will always be an immense surplus force available for the acceleration of the float as long as the rocket burns. An exact computation has lately been submitted to the Admiralty by Mr Ramus, showing that a rocket-float of fifty tons can be driven over the water at a speed of 287 miles an hour, and can be propelled a distance of nearly four miles. And this can be done without taking into account the fact that rockets can now be made much more effective than those used by the Admiralty in their experiments some years ago. The rocket-float is guided in any desired course by a fixed rudder of thin metal, so that it can be projected against a ship or any other object on or near the sea with perfect precision. The cost of a 50-ton rocket-float will not exceed £1,200, and that of a 10-ton float (the most serviceable size) will be about £250; yet a few of these inexpensive implements, well directed, would in a few hours destroy a fleet of 1900

armoured ships. So simple and effective is the invention, that it seems improbable that it will ever be made further use of than to demonstrate its power. It may, in fact, be the means of obliterating naval warfare altogether. Considering the present critical state of affairs, the Admiralty will do well to perfect the new projectile without delay; for it has been too long talked about not to be well known to foreign nations, and if it should be used against us in the first instance our shores might in one short day be left totally defenceless. The plea that has enabled the Admiralty to delay the realisation of the project was that rockets would not give a sufficient propelling force; but this assumption has lately been proved to be so utterly groundless that the Admiralty have at length decided to reconsider the question."

—Broad Arrow.

A QUAKER MARRIAGE.

Some connections of mine "assisted" the other day at a remarkable wedding, that of Mr McLaren, one of the members for Edinburgh, with a Miss Pochin. Neither of the happy pair is a Quaker, yet they chose to have their union solemnized in the Quaker fashion. I could not learn the motive for this preference. The marriage ceremonial of the Society of Friends, often very long and tiresome even to spectators, must be very trying to the principals. They stand facing the congregation with no clergyman to take the initiative and largest share in the ceremony. All attention therefore is undividedly concentrated on the (unhappy) pair who have, as it were, to fit the ropes round their own necks. The bridegroom says:—"I, Jabez Anybody, take thee, Friend Martha, for my wife, and hope to make thee a good and faithful husband." The lady reciprocates with:—"I, Martha What-you-like, take thee, Friend Jabez, for my husband, and will try to make thee a true and loving wife." There is no exuberance of protestation about this, but Miss Pochin (I don't know what her Christian name is, and hope her husband's sake it is not "Martha") broke down several times in the attempt to utter her formula, simple as it was. Not that the ordeal was by any means traversed, when this mutual engagement had been contracted. It is considered necessary for the ratification of the compact that it should receive the sanction of the Holy Spirit speaking through one or more of the "Friends," *bona fide* Quakers, present. Sometimes hours elapse before "the Spirit moveth" anybody to comment on the occasion; and sometimes, on the other hand, equal detention is produced by the number and contumaciousness of "outpourings." If "Friends" could be supposed to speak at their "meetings" from ordinary impulses, and from their merely human resources of thought and language, we could understand that the unusual circumstances of this wedding, where the usages of the Society of Friends were invoked to effect the union of two persons who did not belong to it, might naturally hamper eloquence by imposing reserve and circumspection. But the Quaker theory of congregational utterance forbids this explanation of the considerable delay which occurred in obtaining the requisite ratification. Everything, however, came right at last; and then the wedding party adjourned to a breakfast which was also remarkable in its way. Fifty-eight persons sat down; and all the ladies in the number were presented with exquisite lace commensurate fans, while all the gentlemen received gipsy of the happy couple. Needless to say the bride herself was attired with a splendour in keeping with all the rest of the profuse outlay. Her veil alone, I am assured, cost a hundred guineas. Surely under these circumstances the exceptionally married pair "did ought to be" happy.

Quotations.

HONGKONG, May 29, 1877.

OPIMUM.—New Patna, cash...£600
" Old Patna, cash... 555 4/0
" New Benares, cash, 555
" Old Benares, cash, 557 1/2
" New Malwa, cash, 575
" Allowance Taels, 12 4/0
" Old Malwa, cash, 555
" credit, 600
" Allowance Taels, 32 4/0

CAMPION, ... 18.50 18.60
QUICKSILVER, ... 50 4/5
SALTPETRE, ... 6.50 7.25

Exchange.

Bank on demand, ... 3/11 1/2
" 30 days' sight, ... 4/0
" 6 months' sight, ... 4/0 1/4
Credit, ... 4/0 1/4
Documentary, 6 months' sight, ... 4/1
Bombay, ... 23 1/2
Calcutta, ... 23 1/2
Shanghai, demand, ... 78
" 30 days, ... 74 1/2
Bar Silver, 17, dwt. B., ... 84 prem.
Mexican, ... 23
Gold Leaf, ... 25.35
English Sovereigns, ... 4.95
Australian Sovereigns, ... 4.95
Discount, ... 7 1/2

Shares.

Hongkong Bank, 26 1/2 %
Union Ins. Society of Canton, 750
China Traders' Ins. Co., 12,400
Chinese Insurance Co., 420
Yankze Ins. Association, 700
H.K. Fire Ins. Co., 1545
H.K. & W. Bank Co., 35 % dis.
H.K. & W. Bank Co., 8 %
Shanghai Steam Navigation, 710
Hongkong Gas Co., 875
Hongkong Hotel Co., 655
Chinese Imperial Loan, 2103

Temperature.

(Taken at Messrs Paine & Co.'s Premises, Queen's Road.)
HONGKONG, May 29, 1877.

BAROMETER—9 A.M. ... 30.000
Do. 1 P.M. ... 29.973
Do. 4 P.M. ... 29.950
THERMOMETER—9 A.M. ... 77
Do. 1 P.M. ... 78
Do. 4 P.M. ... 77 1/2
Do. (Wet bulb) 9 A.M. 76
Do. Do. 1 P.M. 75 1/2
Do. Do. 4 P.M. 75 1/2
Do. Maximum ... 79
Do. Minimum over night 74

INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEE.

JAS. B. COUGHTREY,

Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matched, on Goods on board Vessels, and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to \$1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBURG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co.,

Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY. (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Profits contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,

General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to grant Policies against Fire to the extent of \$50,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,

Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of \$10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,

Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of

His Majesty King George The First,

A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Underigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of \$10,000 on any one first class risk, or to the extent of \$15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 8, 1876.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1869.

Mails.



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediter-
ranean Ports, Southampton
and London Direct;

Also,
Bombay, Madras, Calcutta and
Australia.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steam-ship
GUALIOR, Captain J. C. BANCROFT, will leave
this on SATURDAY, the 2nd June, at
Noon.

For further Particulars, apply to

A. LIND, Superintendent.

Hongkong, May 29, 1877.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

POINT DE GALLE, ADEN, SUEZ,

ISMAILA, PORT SAID, NAPLES,

AND MARSAILLES;

Also,

BOMBAY, MAHE, ST. DENIS, AND

PORT LOUIS.

ON SATURDAY, the 9th June,
1877, at Noon, the Company's
S. S. AIDA, Commandant HERNANDEZ,
with PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for
the principal places of Europe.

Shipping orders will be granted till noon,
Cargo will be received on board until
4 p.m., Specie and Parcels until 3 p.m.
on the 8th June, 1877. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

H. DU POUY,

Agent.

Hongkong, May 29, 1877.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

COMPANY.

THROUGH TO NEW YORK, VIA

OVERLAND RAILWAYS, AND ROUTING

AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer ALASKA,
will be despatched for San Francisco,
via Yokohama, on FRIDAY, the 18th
June, 1877, at 3 p.m., taking Passengers,
and Freight, for Japan, the United States,
and Europe.

Through Passenger Tickets and Bills
of Lading are issued for transportation to
Yokohama and other Japan Ports, to San
Francisco, to ports in Mexico, Central and
South America, and to New York and
Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Com-
pany will leave Shanghai, via the Inland Sea
Ports, about same date, and make close
connection at Yokohama.

At New York, Passengers have selection
of various lines of Steamers to England,
France and Germany.

Freight will be received on board until
4 p.m., 14th June. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For security's sake, Shippers of Overland
Cargo are requested to endorse on the
Envelope the Marks and Nos. of Packages
Shipped, to correspond with those in their
Bills of Lading.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 8, Praya Central.

RUSSELL & Co., Agents.

Hongkong, May 29, 1877.

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE
IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely
printed matter.

THIS Mail Summary is compiled from
the Daily China Mail, is published
twice a month on the morning of the
English Mail's departure, and is a re-
cord of each fortnight's current history
of events in China and Japan, con-
tributed in original reports and collected
from the journals published at the various
ports in those Countries.

It contains Shipping news from Shanghai,
Hongkong, Canton, &c., and a complete
Commercial Summary.

Subscription, 50 cents per Copy (postage
paid 50 cents.) \$12 per annum (postage
paid \$12.50.)

Orders should be sent to GEO. MERRILL
BANK, China Mail Office, 2, Wyndham
Street, not later than the evening before the
departure of the English Mail Steamer.

Terms of Advertising, same as in Daily
China Mail.

Intimations.

COMMENCING with the "GUALIOR"
leaving Hongkong on the 2nd June,
and until further notice, the Company's
Mail Steamers from China will proceed to
London via Suez Canal, calling at South-
ampton to land Passengers and Mails.

ADAM LIND,

Superintendent.

Hongkong, May 14, 1877.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's
day (February 17, 1874) the Chinese
Mail will be issued DAILY instead of
WEEKLY as heretofore. No change, how-
ever, will be made in the price of subscrip-
tion, which will remain at \$4 per annum.

The charges for advertisements are now
assimilated to those of the China Mail.
The unusual success which has attended
the Chinese Mail makes it an admirable
medium for advertisements.

The Conductors guarantee an eventual
circulation of one thousand copies. It is
already the most influential native journal
published, and enjoys considerable prestige
at the Ports of China and Japan, and at
Singapore, Penang, Calcutta, San Fran-
cisco and Australia.

For terms, &c., address

Mr. CHUN AYIN,

Manager.

China Mail Office,
17th February, 1874.

AFONG,

PHOTOGRAPHER,

by appointment, to

H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;

and to

H. I. H. THE GRAND DUKE ALEXIS
OF RUSSIA.

Wyndham Street, formerly ATHLETIC CLUB.

AS on hand the Largest and Best
collection of Views of China, Pho-
tographic Albums, Frames, Cases, &c., of
assorted sizes. Ex. S. S. Rudersdorph's
supply of very handsome Enamel Albums of
Russia and Velvet Covers, assorted sizes.
Illuminated Albums for Portraits. Tobacco
Pouches, in Shape of Skulls, Rats, &c., and
a nice choice of Gilt Mountings for
Frames, &c.

Hongkong, March 28, 1877.

NOW READY.

BUDDHISM, OR THE BUDDHISTS OF
NATURAL SCIENCE IN CHINA. By Dr.
E. J. EITEL. One Volume. 8vo. Price,
\$1.50.

BUDDHISM, ITS HISTORY, THEORY AND
PRACTICE. By Dr. E. J. EITEL. Second Edition. One
Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane,
Crawford & Co.

Hongkong, July 31, 1873.

AH YON.

SHIPS' COMPRADORE AND
STEVEDORE.

No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF
COAL, WATER, BALLAST, FRESH
PROVISIONS & OILMAN'S
STORES.

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has
been very much extended. The fol-
lowing are some of its Agents:—

Macao.—Man Chuen Shop.

Canton.—Sung Chuen Native Post Office,
Luen Hing Street; Ohn Hing Low Hotel,
Luen Hing Street; Kwong Tin Fat Shop, Yee
Tat Street; Mr. Sit Chuen Fan, Tung Wen
Kwan; Yuen Fong Shop, in front of the
Provincial Treasurer's Yamen; How Yuen
Shop, Small Market Street, New City; Yee
Cheung Photograph Shop, Honam; Kwai
Heung Shop, Sin Choong, Honam.

Suaton.—Sui Cheong Hong; Woh Shun
Loong Hong.

Amy.—Chun Cheong Hong, Mook Kek
Street.

Foochow.—Mr. Yü Ching Cheong, Foo
chow Arsenal; Mr. Lun Kwok Ching, Mar-
time Customs.

Shanghai.—Mr. Ng Ching Shun, Mar-
time Customs; Mr. Ho Yue Chuen, Mar-
time Customs; Mr. Chuen Sing Hoi, Messrs
Jardine, Matheson & Co.; Mr. Kwong
Chuen Fook, Educational Mission School;
and Mow Sing Sang Kee shop.

Ningpo.—Mr. Sung Min Chue, Maritime
Customs.

Bankow.—Yee Hing Hong.

Ohfoo.—Yee Shun Hong.

Japan.—Mr. Leong Chun Tong, Mani-
pal Office, Yokohama.

Singapore.—Ting Kee Hong; Kwong
Boo Sang Hong.

Penang.—Yow Wing Fong; Argyle Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fong Tai Hong.

The above are some of the Agents; others
will be published, with they are
arranged for. Negotiations are in progress
with the express courier who carry the
official despatches and Peking Gazette, to
circulate the Chinese Mail in the interior of
China.

Hongkong, March 10, 1874.

WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, are now
ready at this Office.—Price, \$1 each.

China Mail Office.

Intimations.

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' Sundries, TOILET
REQUISITES, PATENT MEDI-
CINES AND PERFUMES.

Prescriptions Dispensed with Carefulness,
and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.

Hongkong, July 13, 1876.

Now Ready.

"THE CHINA REVIEW,"
No. 5, Vol. V.

Annual Subscription, Six Dollars and
a Half.

Chinese Natural Theology.
Notes on Chinese Grammar.
Deer-Stalking in China (Concluded from
page 224).

Chinese Etymology, with a List of Prim-
itives and Key to Shwo-Wan.
Brief Sketches from the Life of K'ung-ming.
On the Twenty-eight Constellations.
Short Notices of New Books and Literary
Intelligence.

Collectanea Bibliographica.
Notes and Queries.—
The "King Kiao" or Nestorian Religion.
The Shau of the King of Ch'u.
Tonic Sol-fa Notation in China.
Rats a Delicacy.
Domestic Torture.

Do. Do.
Esop's Fables in Sanskrit and Chinese.
Books Wanted, Exchanges, &c.

China Mail Office,
Hongkong, May 12, 1877.

KWONG HING CHEUNG & Co.,
COAL MERCHANTS.

Have always on hand for Sale every
description of COAL at Moderate Prices.

Mr. ARYON has been appointed Manager,
and all Orders addressed to him at 57,
Praya, or to Mr. FAY JACK, at 80, Hing
Lung Street, will receive immediate atten-
tion.

Hongkong, March 19, 1877.

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE
Chinese Mail.

TWO cents a character for the first 100
characters, and one cent a character
beyond the first 100, for first insertion, and
half price for repetitions during the first
week. Subsequent weeks' insertions will
be charged only one half the amount of the
first week's charge. Advertisements for
half a year and longer will be allowed a
deduction of 25 per cent on the total amount,
and contracts for more favourable terms
can be made.

Efforts have been made to establish
Agents for circulating the Chinese Mail in all
the ports and in the interior of China, all
the ports in Japan, in Saigon, Singapore,
Penang, Calcutta, Batavia, Manila, the
Philippines, Australia, San Francisco, Peru
and other places which Chinese frequent.
When the list of Agents is completed,
it will be published. Agents have been
already established in most of the above
places, and in important ports more than
one agent has been appointed at each.

CHUN AYIN,
Manager.

Hongkong, February 23, 1874.

To Let.

THE Dwelling House and Offices No. 1,
D'Aguilar Street, lately in the occupa-
tion of Messrs DOUGLAS LAPRAIK & Co.
The Dwelling House No. 1, Alexandra
Terrace. Possession from the 1st June
next.

Apply to
DOUGLAS LAPRAIK & Co.

Hongkong, May 18, 1877.

TO LET.

THE Dwelling House and Offices No. 1,
D'Aguilar Street, lately in the occupa-
tion of Messrs DOUGLAS LAPRAIK & Co.
The Dwelling House No. 1, Alexandra
Terrace. Possession from the 1st June
next.

Apply to
LANE, CRAWFORD & Co.

Hongkong, February 7, 1877.

TO LET.

HOUSE No. 10, Albany Road, at present
occupied by the Rev. R. H. KIDD.
Binnies Villa, Pok-fu-dum, Furnished.

DAVID SASSOON, SONS & Co.
Hongkong, February 13, 1877.

TO BE LET.

THE Premises No. 38, Queen's Road,
late in the occupation of THE BOSSON
COMPANY, LIMITED.

Apply to
TURNER & Co.

Hongkong, May 10, 1877.

TO LET.

FIRST FLOOR of No. 31, QUEEN'S
ROAD CENTRAL. Three Rooms. Over
ARKING & Co.'s Furniture Store. Imme-
diate Possession.

Hongkong, May 9, 1877.

HONGKONG MARKET PRICES.

Corrected to Saturday, May